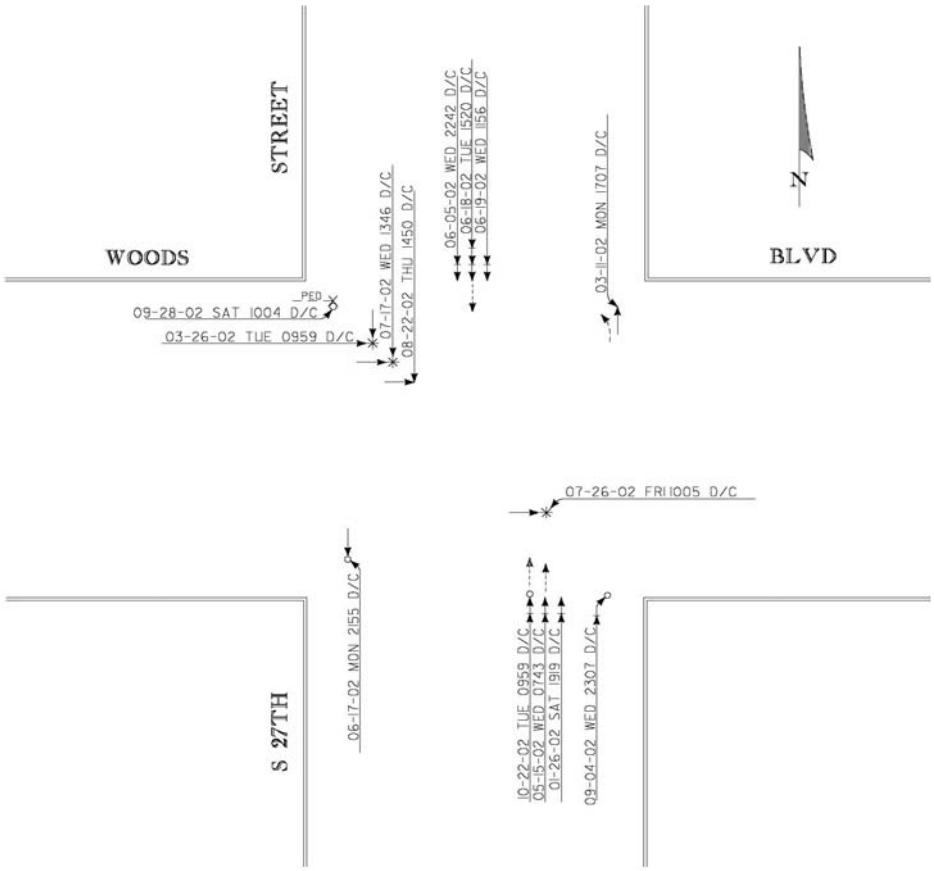
5.11 27th Street and Woods Boulevard

BEFORE

ADT:	24,500 veh/day	**Time Period:**	2002
Traffic Control:	Actuated Coordinated Signal	**Crash Pattern:**	SB/NB Rear Ends, SB Right Angles



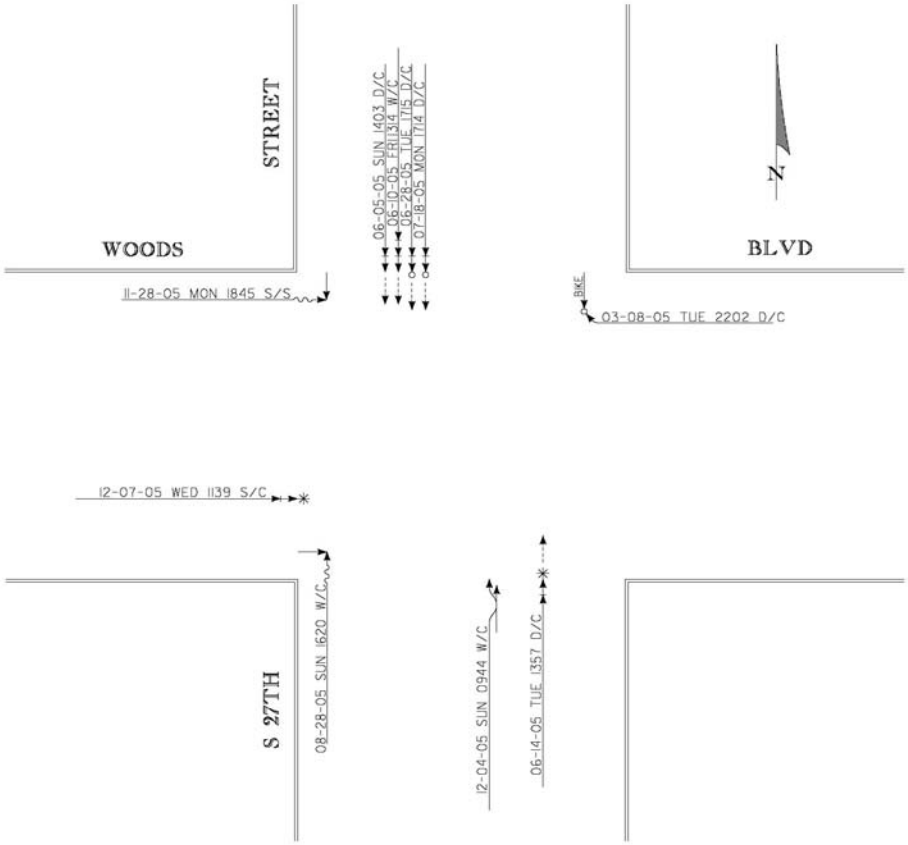
Total Crashes in Before Period: 14

27th Street and Woods Boulevard - Northbound Approach (Before)

5.11 27th Street and Woods Boulevard

AFTER

Countermeasures: Adjusted Signal Timing
Improvement Completion Date: August 12, 2003
Time Period: 2005
Speed Limits: NS Arterial- 35 mph
EW Collector- 25 mph



Total Crashes in After Period: 10

27th Street and Woods Boulevard - Northbound Approach (After)

5.11 27th Street and Woods Boulevard

COMPARISON

Countermeasures: Adjusted Signal Timing

Improvement Completion Date: August 12, 2003

	Before	After	Change
Analysis Period	2002	2005	-
Primary Crash Benefit			
Total Number of Correctable Crashes	10	6	-40%
All Other Intersection Crashes	4	4	0%
Intersection Crash Experience			
Injury + Fatal Crashes	4	3	-25%
Property Damage-Only Crashes	7	5	-29%
Non-Reportable Crashes	3	2	-33%
Total Number of Intersection Crashes	*14*	*10*	-29%
Total Intersection Benefit			
Crash Rate	1.57	1.12	-29%
EPDO Rate	5.37	4.01	-25%
EPDO Number*	48.04	35.89	-12.15

Cost of Property Damage Crash:	$	6,200
Total Benefit (12 months):	$	75,330
Equivalent Uniform Annual Benefit (EUAB):	$	77,440

Total Cost of Improvements:

Equivalent Uniform Annual Cost (EUAC):	$	1,060
Initial Cost:	$	1,000

Benefit-Cost Ratio: $\frac{\$\ 77{,}440}{\$\ 1{,}060} = 73.1$

Net Benefit (Present Worth): $ 77,440 - $1,060 = $76,380

**Change NOT Statistically Significant at 95% Confidence Interval*

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